A WORD ABOUT THE MANUAL. It is assumed that practically everybody in CAP has seen by this time that superlative presentation of aviation and its associated sciences which is the Civil Air Patrol Cadet Preflight Study Manual. Reports indicate that the manual is being used enthusiastically and it is rightly so. This office is particularly proud of the communications section. The AAF Officers who collaborated in the writing of that section wanted to present the technique of communications in a comprehensive yet interesting manner and in our opinion they have succeeded. Readers will find that many of the communication activities depicted in the narrative part of the communications section will find close parallels in civil aviation. Consequently, all communication instructors would find their work greatly facilitated should they thoroughly familiarize themselves with the cadet manual.

DOT AND DASH. A great deal of excellent data on WERS equipment has been received by National Headquarters. From such material and the applications for FCC WERS licenses, it is observed that all wings are using radiotelephone sets exclusively. What has happened to our code fans? Your attention is invited to the fact that the WERS authority also provides for A-1 emission. If any of you CW operators have been pounding brass on a WERS circuit why not let us know the lurid details?

WERS TRANSCEIVER. Captain Frank B. Hales, Connecticut Wing Communications Officer, has submitted data concerning a WERS transceiver which was constructed entirely of the surplus and obsolete material received from the Army. Captain Hales and his associates in the Connecticut Wing have demonstrated the sort of know-how and enterprise which is requisite in realizing the possibilities offered by that material. Communications Officers who have been disappointed in this material and have failed to utilize it should look about their states for qualified radio people because Captain Hales and others who have adapted this equipment to their needs have found among their assortment almost every last nut, coil, and resistor needed. True enough, this equipment often can be used only after extensive modification. For instance, Captain Hales says, "All resistors and condensers were obtained from one unit or another. Sizes suitable could not always be found but by making series, parallel, or series-parallel connections the right value was obtained. The send-receive switch is quite large and as supplied was a 3 pole 7 position switch. Signal Corps Microphone Amplifier BC-216-A supplied all nuts and screws, some resistors, as well as the aluminum to make supports and brackets. Microphone and headphone jacks were also obtained from this amplifier. The tuning dial, variable condenser, tube sockets, knobs, microphone transformer, hookup wire, etc. were all found in one place or another among the many items furnished this wing." The National Communications Officer proposes to secure several copies of photographs of the Connecticut transceiver and also reproductions of the schematic so that a limited distribution can be made to all wings. This material will be distributed with an appropriate publication which will contain essential technical data.

WEST VIRGINIA AGAIN. We have heard again from our old friend Captain William J. Aull, Communications Officer of the West Virginia Wing, and his letter indicates that Connecticut is not the only wide-awake wing. Captain Aull informs us that very shortly his wing will license several sets in WERS which were constructed from his Army material. Not only that but they have taken a

12 volt DC, 10 tube, radio compass, and converted it into a 110 volt AC job which, although it has a lot of make-shift components, really works. With this compass they now can take bearing, plan hypothetical approaches, plot positions, and otherwise familiarize themselves with the capabilities and limitations of such an instrument so that their knowledge can later be put to good advantage in the air. Captain Aull claims it is a one man instrument, amateur assembled in a typical amateur manner; and, by golly, that's the quality which will make CAP Communications the worthwhile facility that it can be. We don't mean to give the impression that many other wings haven't submitted some mighty fine ideas. We merely wish to show skeptics what can be done.

RADIO AIDE. Many wings, when making application for their WERS license, have included FCC Form 455A, Certification of Radio Aide. While it is correct for OCD-WERS, it is not necessary for Civil Air Patrol applicants to follow that procedure. Section 15.95 of the FCC Rules and Regulations defines a Communications Officer as "the official formally designated by the station licensee to direct and supervise the operation of all radio stations authorized by the related station license." Inasmuch as the Wing Communications Officer is a bona fide member of Civil Air Patrol, receives his rank in accordance with an established procedure, and is assigned to his duties by his Wing Commander, a CAP-WERS licensee has fully complied with the law in that respect. Wing Commanders are reminded that all officers should be furnished with written authority for their function. All Wing Communications Officers should check this and in those cases where they have assumed their duties by virtue of verbal orders, action should be taken to secure written authority. At any time when a Wing Communications Officer is relieved from duty for any reason whatsoever, written notification should be forwarded to National Headquarters.

By direction of Colonel JOHNSON, National Commander:

FRANK I. ADAMS,
Major, Air Corps,
Communications Officer.

OFFICIAL:

William R. Wilkinson

WILLIAM R. WILKINSON,
1st Lt., Air Corps,
Adjutant.

DISTRIBUTION:
X.